**Amendments to the Specification**

Please replace the paragraph under the heading "Cross Reference to Related Applications" with the following new paragraph:

**CROSS REFERENCE TO RELATED APPLICATIONS**

This application is a divisional application of ~~10/120,474, filed April 10, 2002~~ U.S. Patent No. 6,669,219, the complete disclosure of which is herein incorporated by reference.

Please replace paragraph [02] on page 1 with the following new paragraph [02] as follows:

**[02]** The use of front and full suspensions in two wheeled vehicles has become widespread. For example, motorcycles have long had suspension systems. In recent years, front and full suspension systems in mountain bikes have become almost standard equipment. One pioneering effort to create such suspension systems was spearheaded by Rockshox, Inc. as described generally in U.S. Patent Nos. 4,971,344; 5,186,481; 5,456,480; and 5,580,075, the complete disclosures of which are herein incorporated by reference. Another successful suspension system for a two wheeled vehicle is described in ~~copending U.S. Applications Nos. 09/502,272 and 09/502,746, both filed February 11, 2000~~ U.S. Patent Nos. 6,615,960 and 6,450,521, the complete disclosures of which are herein incorporated by reference.

Please replace paragraph [48] which begins on page 8 and continues to page 9 with the following new paragraph [48]:

**[48]** Frame member 100 includes a shoulder 122 having a slot 124 for receiving hook 120 when clamping wheel axle 38 to frame member 100. In use, wheel 40 (see Fig. 1) may be coupled to inner tube 28 by placing clamp system 34 in an open position as shown in Figs. 10 and 11. Although not shown, torsion springs 105 and 111 may be provided about pivot pins 104 and 110 to hold clamp system 34 in the open position. Wheel axle 38 may then be moved vertically up and placed adjacent inner surface 102. This is made possible by locating cover plate 106 at the top end of inner surface 102. Lever 112 may then be operated to pivot cover plate 106 about the

other half of wheel axle 38 and to place hook 120 into slot 124 so that the end of hook is beyond shoulder 122. Lever 112 is then rotated until pivot pin 114 moves to an over center position (i.e., past a line passing between pin 110 and hook 120) and locks cover plate 106 in place where wheel axle 38 is clamped in place by surfaces 102 and 108 as shown in Fig. 12. To adjust the clamping force, hook 120 may be screwed further into or out of housing 118. When ready to remove wheel 40, lever 112 is simply pulled and hook 120 is removed from slot 124. A similar process is used to operate clamp system 36.